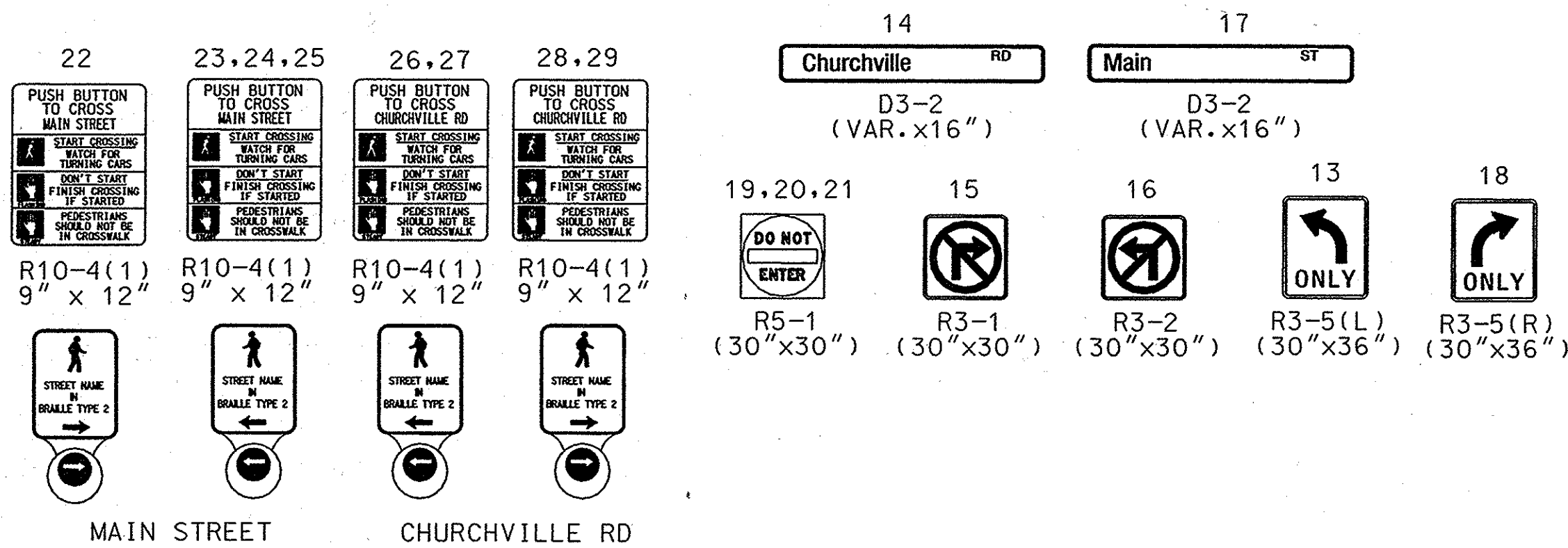
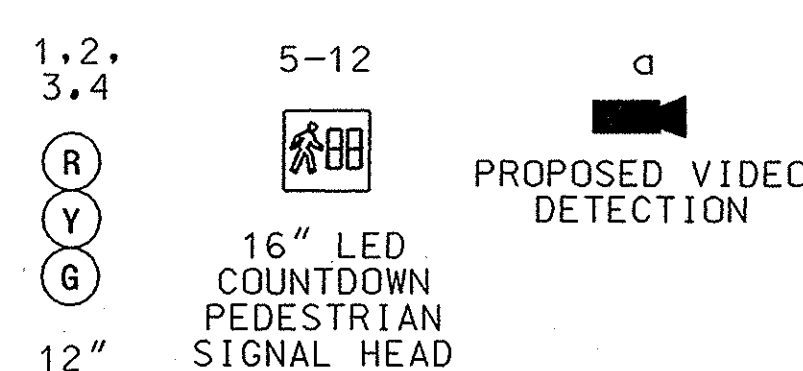


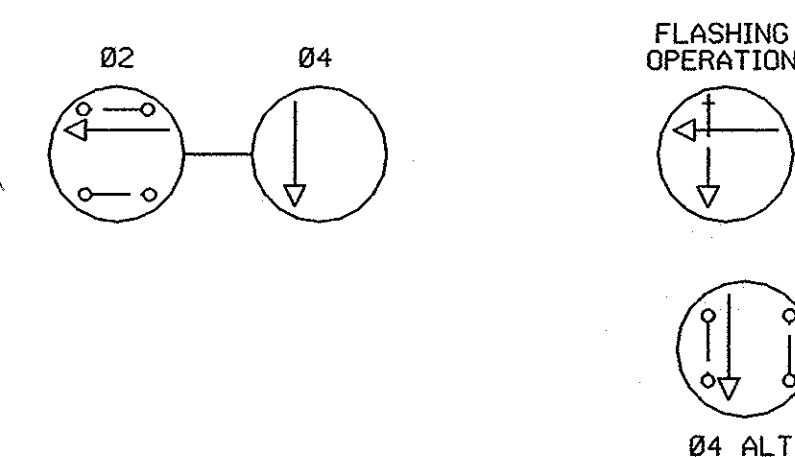
PROPOSED SIGNS



PROPOSED SIGNALS

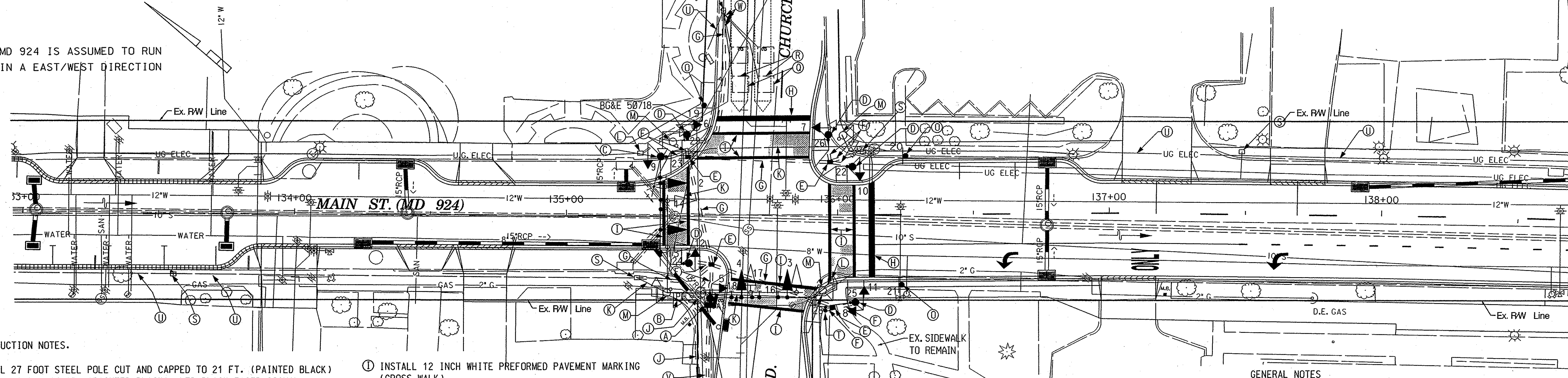


NEMA PHASING



NOTE: PHASES ASSOCIATED BY A DASHED LINE WILL OPERATE CONCURRENTLY. PHASES ASSOCIATED BY A SOLID LINE WILL NOT OPERATE CONCURRENTLY.

MD 924 IS ASSUMED TO RUN IN A EAST/WEST DIRECTION



CONSTRUCTION NOTES.

- INSTALL 27 FOOT STEEL POLE CUT AND CAPPED TO 21 FT. (PAINTED BLACK) WITH 38 FOOT MAST ARM (PAINTED BLACK), LED BLACK FACED SIGNAL HEADS, 16" LED BLACK FACED COUNTDOWN PEDESTRIAN SIGNAL HEADS, VIDEO DETECTION CAMERA AND NEMA PHASE 5 STRETCH POLE MOUNTED CABINET AND CONTROLLER. (NOTE: TWO 3 INCH PVC 90 DEGREE CONDUIT BEND AND ONE 2 INCH 90 DEGREE CONDUIT BEND).
- INSTALL SERVICE PEDESTAL.
- INSTALL 27 FOOT STEEL POLE (PAINTED BLACK) WITH 38 FOOT MAST ARM (PAINTED BLACK), LED BLACK FACED SIGNAL HEADS, 16" LED BLACK FACED COUNTDOWN PEDESTRIAN SIGNAL HEADS, 10 FOOT STREET LIGHTING ARM (PAINTED BLACK) WITH 250 WATT HIGH PRESSURE SODIUM VAPOR LUMINAIRE (NOTE: ONE 3 INCH PVC 90 DEGREE CONDUIT BEND).
- INSTALL 10 FOOT BREAKAWAY PEDESTAL POLE (PAINTED BLACK) WITH PUSH BUTTONS AND R10-4(1) SIGNS, 16" LED BLACK FACED COUNTDOWN SIGNAL HEADS. (NOTE: ONE 3 IN. PVC 90 DEGREE CONDUIT BEND).
- INSTALL ELECTRICAL HAND HOLE.
- INSTALL 3 INCH SCHEDULE 80 PVC CONDUIT - TRENCHED.
- INSTALL 4 INCH SCHEDULE 80 PVC CONDUIT - SLOTTED.
- INSTALL 24 INCH WHITE PREFORMED PAVEMENT MARKING (STOP LINE).
- INSTALL 12 INCH WHITE PREFORMED PAVEMENT MARKING (CROSS WALK).
- INSTALL 4 IN SCHEDULE 80 PVC CONDUIT - TRENCHED.
- ABANDON EXISTING CONDUIT.
- REMOVE EXISTING ELECTRICAL HAND HOLE.
- REMOVE EXISTING SIGNAL POLE, SIGNAL HEADS AND EQUIPMENT. REMOVE EXISTING FOUNDATION TO A MINIMUM OF TWO FEET BELOW FINISHED GRADE.
- VIDEO DETECTION ZONE.
- INSTALL GROUND MOUNTED SIGN.
- INSTALL 2" STUB, 1 FOOT OUT FROM BASE OF POLE FOR POWER FEED ON EXISTING POWER POLE.
- INSTALL 6' x 6' LOOP DETECTOR
- REMOVE EXISTING LOOP DETECTOR
- EXISTING HANDHOLE TO REMAIN
- INSTALL 10 FT. PEDESTAL POLE (PAINTED BLACK) CUT AND CAPPED TO AT LEAST 5 FT. WITH PUSH BUTTON AND R10-4(1) SIGN (NOTE: ONE 3 INCH PVC 90 DEGREE CONDUIT BEND).
- EXISTING CONDUIT TO REMAIN.
- INSTALL 2 INCH SCHEDULE 80 PVC CONDUIT - TRENCHED CAP AND MARK CONDUIT 2 FEET ABOVE GRADE AT UTILITY POLE FOR USE BY VERIZON FORCES.
- INSTALL 1 INCH ELECTRICAL CONDUIT GALVANIZED SLEEVE

GEOMETRIC LEGEND

— EXISTING
— PROPOSED

UTILITY LEGEND

SD — SD — STORM DRAIN
G — G — GAS MAIN
W — W — WATER MAIN
S — S — SEWER MAIN
E — E — ELECTRIC CABLES
A — A — AERIAL CABLES
T — T — TELEPHONE CABLES
F — F — FIBER-OPTIC

GENERAL NOTES

- PAVEMENT MARKINGS ARE NOT TO BE INSTALLED UNTIL LOOP DETECTORS AND CONDUIT INSTALLATION ARE COMPLETE.
- THE CONTRACTOR SHALL CONFIRM GEOMETRICS PRIOR TO THE INSTALLATION OF THE SIGNAL EQUIPMENT.
- PAVEMENT MARKING DETAILS ARE PROPOSED AND SHALL BE INSTALLED BY THE CONTRACTOR IN ACCORDANCE WITH S.H.A. STANDARDS.
- SEE PAVEMENT MARKING SHEET FOR ADDITIONAL STRIPING.
- STREET NAMES AND ROUTE MARKER SIGNS ARE TO BE INSTALLED PARALLEL TO THE ROADWAY FOR WHICH THEY APPLY.
- ALL TRAFFIC SIGNAL FOUNDATIONS SHALL BE INSTALLED TO AT THE FINAL SIDEWALK OR CURB GRADE FOR CLOSED SECTIONS, HIGHEST ROADWAY PROFILE GRADE FOR OPEN SECTIONS, TO MEET CLEARANCES AS SPECIFIED IN MD 816.03, MD 818.02, MD 818.04. THE CONTRACTOR SHALL VERIFY ULTIMATE GRADES PRIOR TO THE INSTALLATION OF ALL SIGNAL EQUIPMENT.
- ALL UNDERGROUND AND OVERHEAD UTILITIES SHOWN ON THESE PLANS ARE SCHEMATIC AND MAY NOT BE COMPLETE. THE CONTRACTOR SHALL NOTIFY MISS UTILITY PRIOR TO THE CONSTRUCTION SO THAT ALL UTILITIES MAY BE LOCATED IN THE FIELD. IF THE CONTRACTOR PERCEIVES THAT A CONFLICT BETWEEN UTILITIES AND THE TRAFFIC SIGNAL WILL OCCUR, THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER IMMEDIATELY SO THAT THE CONFLICT MAY BE RESOLVED.
- PUSHBUTTONS ARE TO BE LOCATED SO THAT THEY CAN BE ACTIVATED BY A PERSON IN A WHEELCHAIR FROM A 60" X 60" LEVEL LANDING AREA. A LEVEL LANDING AREA IS AN AREA WITH A CROSS SLOPE OF LESS THAN OR EQUAL TO 2%.
- LOCATION OF ACCESSIBLE PEDESTRIAN SIGNAL PUSHBUTTONS MUST MEET LOCATION REQUIREMENTS OF MUTCD SEC. 4E.09 AND FIG. 4E.2 AND THE NCHRP PUBLICATION, "ACCESSIBLE PEDESTRIAN SIGNALS: GUIDE TO BEST PRACTICE". IF NOT MET, THE CONTRACTOR IS TO STOP WORK ON PUSHBUTTON LOCATIONS UNTIL A DESIGN WAIVER IS OBTAINED, APPROVED BY THE DIRECTOR, OFFICE OF TRAFFIC AND SAFETY.
- PUSHBUTTONS ARE TO BE LOCATED SO THAT A PEDESTRIAN IN A WHEELCHAIR LOCATED ON THE LEVEL LANDING AREA DOES NOT HAVE TO REACH MORE THAN 18 IN.
- THE 10' SEPARATION BETWEEN PUSHBUTTONS IS TO BE MEASURED FROM FACE OF PUSHBUTTON TO FACE OF PUSHBUTTON, NOT CENTER TO CENTER OF POLE.
- PUSHBUTTON ARROWS ARE TO BE PARALLEL TO THE CROSSING FOR WHICH THEY ARE INTENDED.



JOHNSON, MIRMIAN & THOMPSON
Engineering A Brighter Future®

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APPROVALS

TEAM LEADER
ASST. DIV. CHIEF
DIVISION CHIEF
OFFICE DIRECTOR

REVISIONS

① H1865184 RECONSTRUCT SIGNAL
9-1-2007 DUE TO DESIGN CHANGES
CGM
② ASBUILT FOR RED LIGHT CAMERA
6-5-00
RRZ
③ REPLACE INTERCONNECT CABLE
12-1997
DMP

STATE OF MARYLAND DEPARTMENT OF TRANSPORTATION STATE HIGHWAY ADMINISTRATION OFFICE OF TRAFFIC & SAFETY TRAFFIC ENGINEERING DESIGN DIVISION	
MD 924 (MAIN ST.) STREETSCAPE IMPROVEMENTS FROM MD 22 (FULFORD AVE.) TO GORDON ST. (DESIGN BUILD) MD 924 (MAIN ST) @ CHURCHVILLE RD.	
MD 924 (MAIN ST) @ CHURCHVILLE RD.	
SCALE 1" = 20'	DATE _____ CONTRACT NO. _____
DESIGNED BY H. KILAN	COUNTY HARFORD
DRAWN BY _____	LOGMILE 12002200.06
CHECKED BY _____	T.I.M.S. NO. G-985
F.A.P. NO. _____	TOD NO. 1911N
DRAWING NO. TS-03	OF 14 SHEET NO. 4 OF 15

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